Air Quality Conformity Analysis

Antonio Parkway Widening Improvements

Orange County Caltrans District 12

EA 965100

Federal Project No. # STPL-5955(071)

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Caltrans

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Antonio Parkway Widening Improvement Project

Table of Contents

List of Tables

List of Figures

Section 1. Introduction and Project Description

This Air Quality Conformity Analysis contains the information that is required by FHWA to make an air quality conformity determination for the Antonio Parkway Widening Improvement Project pursuant to Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The project has not been previously reviewed for conformity and a new project conformity determination is required. This analysis has been prepared to be consistent with FHWA's June 21, 2007 guidance on Project-Level Conformity Determinations and NEPA Assumption and Conformity Analysis Documentation checklist.

As demonstrated below, the project is included in the Regional Transportation Plan (RTP) which has been found to conform with the SIP. The conformity criteria applicable to the project include:

- There is a currently conforming transportation plan and TIP at time of project approval (§93.114)
- The project must come from a conforming plan and program (§93.115)
- The project must not cause or contribute to any new localized CO, PM_{10} and/or $PM_{2.5}$ violations or increase the frequency or severity of any existing violations in nonattainment and maintenance areas (§93.116)
- The project must comply with any PM_{10} and $PM_{2.5}$ control measures in the SIP (§93.117)

1.1. Project Description

1.1.1. Description of Preferred Alternative

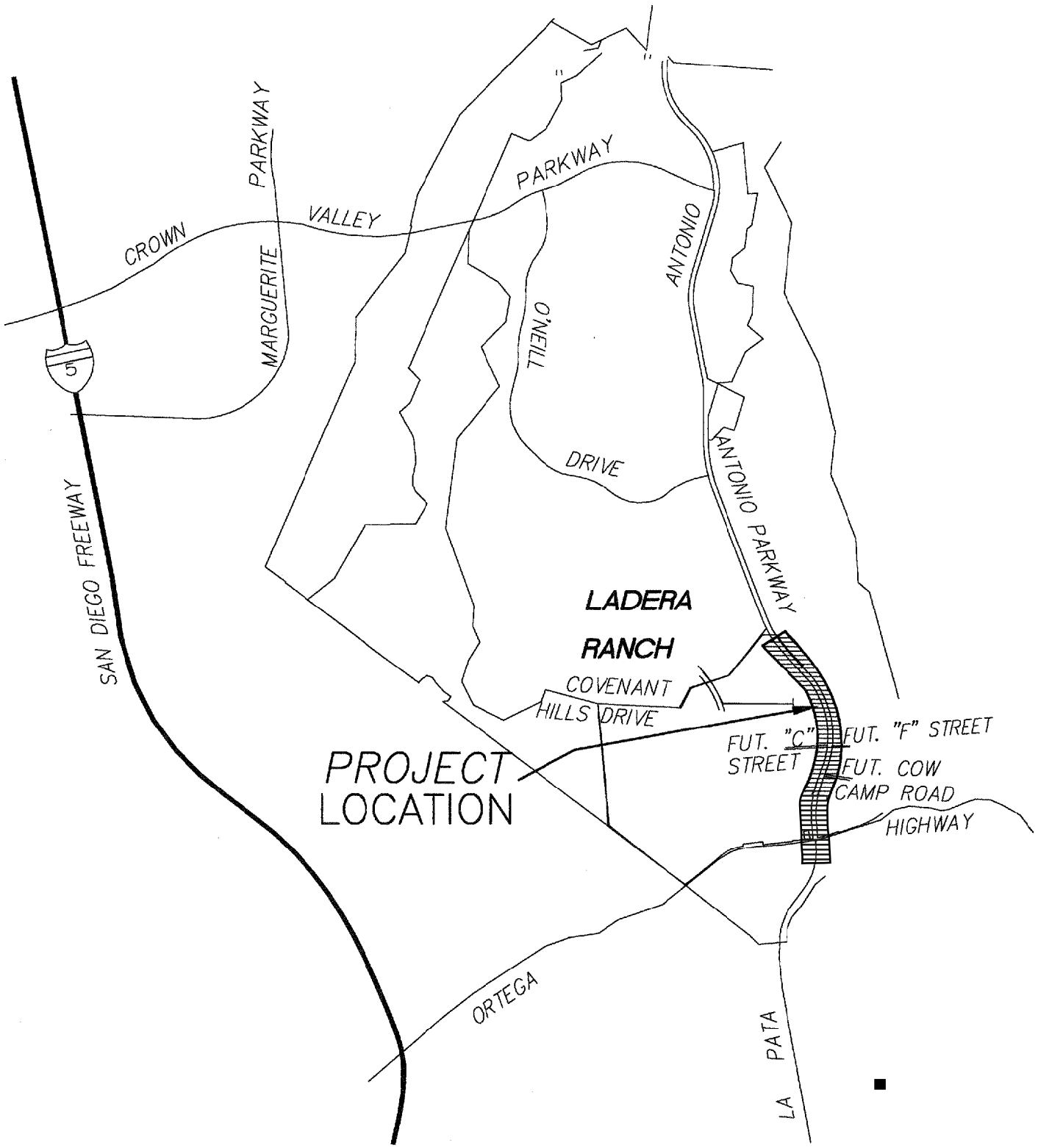
Figure 1 shows the regional location of the project and Figure 2 shows the project extents on an aerial photograph. This project proposes to widen the existing Antonio Parkway for an approximate 1.4-mile segment within unincorporated Orange County, California. The Project limits begin at approximately 2,000 feet south of the intersection at Covenant Hills Drive (the southern boundary of the Ladera Ranch Planned Community) and extend approximately 7,900 feet (1.4 miles) south. This would extend the improvements approximately 900 feet south of the intersection with State Route 74 (SR-74), which is known locally as Ortega Highway. The improvements would utilize the existing roadway centerline, profile, and standard super-elevation rates. The typical proposed roadway width would be 102 feet between curbs and a total of 120 feet of roadway right-of-way. This widening would allow for 3 lanes of traffic in each direction (13-foot, 12-foot, and 11-foot lanes) and a 14-foot-wide raised median. Additionally, 8-foot-wide bikeway/shoulders and 6-foot-wide curb-adjacent or 5-foot-wide meandering

sidewalks would be provided on both sides of the street. Parkways would vary between 11 and 25 feet in width.

A new 40.25-foot-wide bridge would be constructed over San Juan Creek. The new bridge, combined with the existing bridge, would provide sufficient width to allow for 3 southbound lanes, 1 southbound left-turn lane, a 4-foot-wide raised median, and 3 northbound lanes. There would be 8-foot shoulders and 5-foot sidewalks on both sides of the roadway. The design would be a cast-in-place, pre-stressed, continuous concrete box girder that would match the existing bridge superstructure. The proposed bridge span configuration would match the existing bridge spans and would be a total of 776 feet long.

At several locations, the cross-section for Antonio Parkway would be widened to accommodate turning lanes. These locations reflect approved land use plans. Turn lanes would be provided at the following locations:

- A left-turn lane and two right-turn lanes would be provided immediately north of SR-74 in the southbound direction.
- A northbound right-turn lane and southbound left-turn lane would be provided at "D" Street, which would be located south of the San Juan Creek Bridge and would provide access to a future commercial retail site for Tentative Tract No. 17054 on the northeastern corner of the SR-74/Antonio Parkway intersection. The raised median opening on Antonio Parkway at this location would be designed to allow only southbound left-turn movements. Westbound left turns out of the parcel would be prohibited.
- Two southbound left-turn lanes and a northbound right-turn lane at the Cow Camp Road intersection.
- North of Cow Camp Road, the Antonio Parkway intersection at "C" Street would have two through lanes with a single shared through and right-turn lane in both the northbound and southbound directions. Left-turn lanes would be provided for both the northbound and southbound directions.



North

Figure 1
Vicinity Map

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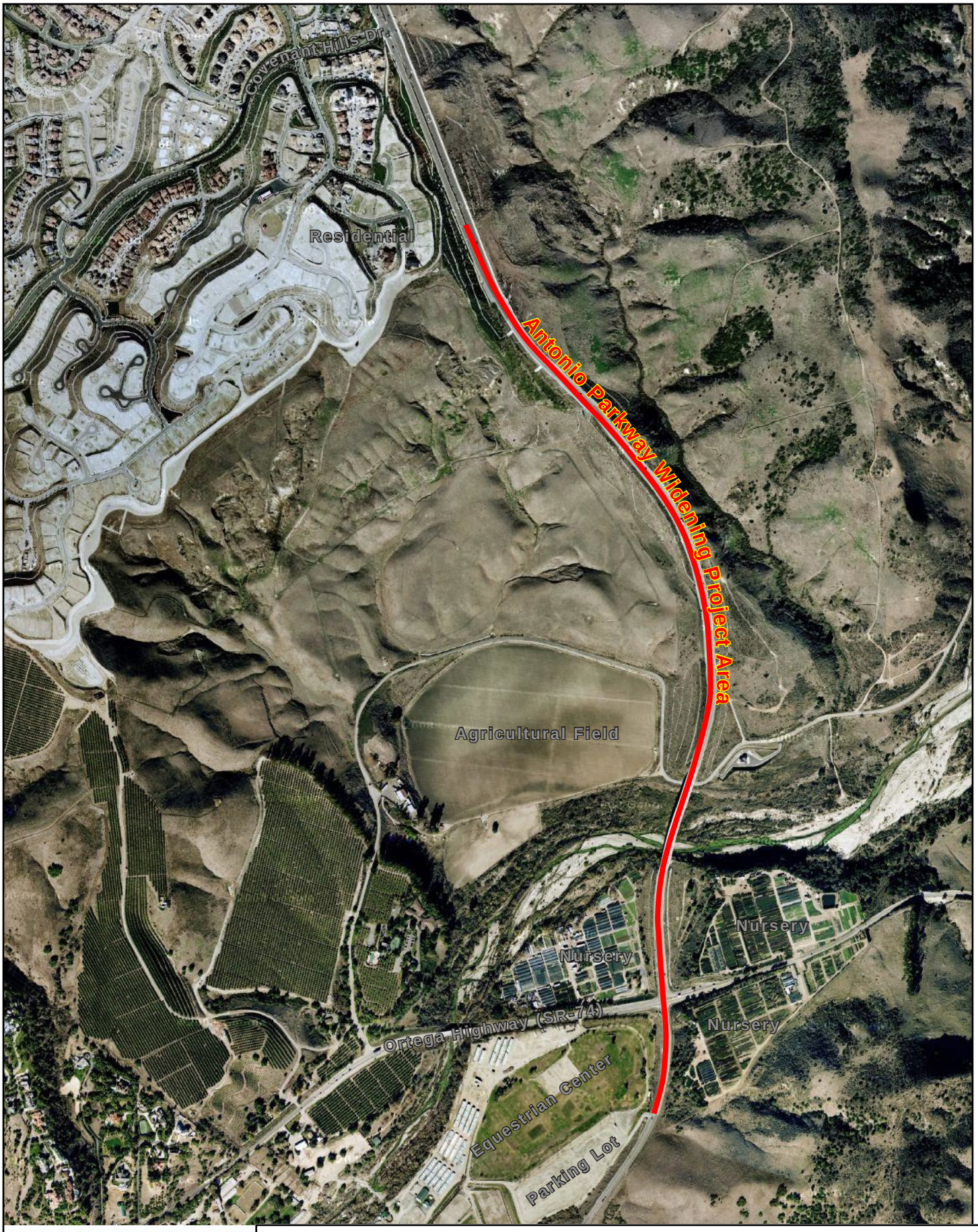

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Figure 2
Project Extents

South of SR-74, Antonio Parkway changes name and is called La Pata Avenue. Improvements are currently under construction on SR-74, which affects the Antonio Parkway/La Pata Avenue/SR-74 intersection. As part of Antonio Parkway Widening Project, no modifications to SR-74 would be necessary because the design for SR-74 has incorporated the ultimate cross-section for Antonio Parkway/La Pata Avenue. The Antonio Parkway cross section immediately north of SR-74 will consist of:

- 6 southbound lanes (1 left-turn lane, 3 through lanes, and 2 right-turn lanes);
- A 24-foot-wide median;
- 3 northbound lanes;
- An 8-foot-wide shoulder on the northbound side including provision for a bike lane;
- A 5-foot shoulder on the southbound side including provision for a bike lane;
- A proposed 25-foot-wide parkway for the northbound side; and
- A 15-foot-wide parkway on the southbound side.

1.1.2. Project Purpose

The purpose of the proposed project is to accomplish the following specific objectives:

- To provide sufficient transportation infrastructure to meet the long-term travel demand for southeastern Orange County.
- To provide improvements consistent with planning programs, including the Orange County Master Plan of Arterial Highways and the County of Orange Transportation Element.
- To provide improvements to satisfy long-term transportation demand planning for the region.

The proposed project is included in the Orange County Master Plan of Arterial Highways (MPAH). The project is consistent with the goals and objectives of the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) adopted in May 8, 2008 as Resolution #08-497-2 and approved by FHWA on November 8, 2008. The RTP has been amended twice. Amendment #1 was adopted by SCAG on December 4, 2008 and found to conform by FHWA on January 14, 2009. Amendment #2 was adopted by SCAG on December 3, 2009 and approved by FHWA on January 22, 2010. The 2008 RTIP was adopted by SCAG on May 8, 2008 and approved by FHWA on November 17, 2008. The RTIP has been amended

32 times since its adoption. The proposed project is a part of 2008 RTIP (as amended) and referenced in the 2008 RTP (as amended).

The following project information is excerpted from the 2008 RTIP:

- Lead Agency – County of Orange
- RTP ID: 2A0803
- RTIP ID: ORA020803
- Program: CAN76
- Street: Antonio Parkway
- From: Ladera Planned Community
- To: Ortega Highway
- Description: Widen from 4 to 6 lanes, incl. widen Antonio bridge by 1 ln ea dir.
- Additional Details: The northerly limit of this project begins at 2,000 ft s/o the intersection of Antonio Pkwy and Covenant Hills Dr to join the existing 6 lane configuration of Antonio Pkwy in Ladera Ranch.

It should be noted that the project description in the RTIP is consistent with the proposed project except for the widening of 900 feet of La Pata Avenue that will be required to facilitate traffic operations and provide for a safe transition to the existing lane configuration on La Pata Avenue. The widening of La Pata Avenue south of Ortega Highway (and gap closure to extend the road to Calle Saluda) is also included in the 2008 RTP as project number ORA120504. The project is identified in the 2008 RTIP as follows:

- Lead Agency – County of Orange
- RTP ID: ORA120504
- RTIP ID: ORA120504
- Program: CAR63
- Street: La Pata Ave.
- From: Ortega Hwy.
- To: Rd. Terminus
- Description: Orange County - La Pata Avenue widening & gap closure (Widen from 3 to 5 lns (2,700 ft s/o Ortega Hwy to rd terminus); gap closure - add 4 lns (existing La Pata terminus To Calle Saluda); extension - add 4 lanes (existing Camino Del Rio terminus to La Pata)

The remaining widening and gap closure of La Pata Avenue will be completed as a separate project. The design concept and scope of the proposed project is consistent with the project description in the 2008 RTP, the 2008 RTIP, and the assumptions in the SCAG regional emissions analysis

1.1.3. Capacity Increasing Components

The proposed project will widen Antonio Parkway from 4 lanes (2 in each direction) to 6 lanes (3 in each direction). North of the project area Antonio Parkway currently provides 6 lanes (3 in each direction). South of Ortega Highway La Pata Avenue is currently 3 lanes (2 southbound and 1 northbound) but will be widened to 5 lanes as discussed above.

1.1.4. Construction Duration/Opening Year

The current schedule calls for construction beginning in 2011 and taking approximately two years. The project would open shortly after the end of construction.

1.2. Air Quality Regulatory Framework

Table 1 shows that the proposed project is located in an area that is nonattainment for ozone, respirable particulate matter (PM10) and fine particulate (PM2.5); attainment/maintenance for carbon monoxide and nitrogen dioxide; and attainment for sulfur dioxide, and lead. This analysis focuses on these criteria pollutant(s).

Table 1
Project Area Attainment Status

Criteria Pollutant	Federal Attainment Status
Ozone (O_3)	Severe-17 Nonattainment
Nitrogen Dioxide (NO_2)	Attainment/Maintenance
Carbon Monoxide (CO)	Attainment/Maintenance
Particulate Matter (PM_{10})	Serious Nonattainment
Particulate Matter ($PM_{2.5}$)	Nonattainment
Sulfur Dioxide (SO_2)	Attainment
Lead	Attainment

The project is located in the South Coast Air Basin (SCAB). The SCAB, which is a subregion of the SCAQMD's jurisdiction, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties.

1.3. Public Review Comments Related to Air Quality Conformity

Public outreach for this project will occur as a part of the public review process for the Environmental Assessment prepared for the project.

Section 2. Regional Conformity

The currently conforming Regional Transportation Plan is the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP) adopted in May 8, 2008 as Resolution #08-497-2. The plan was found to conform by FHWA on November 8, 2008. The RTP has been amended twice. Amendment #1 was adopted by SCAG on December 4, 2008 and found to conform by FHWA on January 14, 2009. Amendment #2 was adopted by SCAG on December 3, 2009 and approved by FHWA on January 22, 2010. The currently conforming Transportation Improvement Plan is the SCAG 2008 RTIP adopted on May 8, 2008 and approved by FHWA on November 17, 2008. The RTIP has been amended 32 times since its adoption.

The Antonio Parkway Widening Improvement Project was included in the regional emissions analysis conducted by SCAG for the conforming 2008 Regional Transportation Plan (as a part of Amendment #2). The RTP identification number is 2A0803 and the project description from the RTP is presented in Section 1.1.2. The project's design concept and scope have not changed significantly from what was analyzed in the 2008 RTP Amendment #2. This analysis found that the plan and, therefore, the individual projects contained in the plan, are conforming projects, and will have air quality impacts consistent with those identified in the state implementation plans (SIPs) for achieving the National Ambient Air Quality Standards (NAAQS). Additional documentation related to the regional emissions analysis is contained in Appendix A.

The Antonio Parkway Improvement Project is also included in the 2008 Regional Transportation Improvement Plan (as a part of Amendment 08-24) by SCAG. FHWA determined Amendment #08-24 of the TIP to conform to the SIP on January 22, 2009. The project's open to the public year is consistent with (within the same regional emission analysis period as) the construction completion date identified in the federal TIP and/or RTP. The federal TIP gives priority to eligible Transportation Control Measures (TCMs) identified in the SIP and provides sufficient funds to provide for their implementation. Documentation related to the public and interagency consultation process conducted to develop the TIP is contained in Appendix A.

Section 3. Project-Level Conformity

3.1. Carbon Monoxide Hot-Spot Analysis

The California Project-Level Carbon Monoxide Protocol[1] (CO Protocol) was used to analyze CO impacts for the Antonio Parkway Widening Improvement Project. The hot-spot analysis covered the most congested intersection affected by the project in 2035. The analysis is based on the designation status of the basin at the time the analysis was prepared. The basin was originally classified as "serious non-attainment" for CO and redesignated as "attainment/maintenance" on June 11, 2007. The pathway through the Protocol's flowchart would now be less rigorous since the basin has been redesignated. When designated as a non-attainment area it must be demonstrated that the project will not worsen the violation or delay timely attainment. For a maintenance area, the project must show that it will not create any new violation. The analysis which is based on the serious non-attainment designation for the basin is presented in Appendix B to maintain consistency with the approved EIS/EIR.

The ambient air quality effects of traffic emissions were evaluated using the modeling procedures described in Appendix B. The assumptions used in the hot-spot analysis are consistent with those used in the regional emissions analysis.

The modeling results shown in Appendix B indicate that total CO concentrations would not cause or contribute to any new localized violations of the federal 1-hour or 8-hour CO ambient standards.

The NEPA document for this project does not identify specific mitigation, minimization, or avoidance measures for CO. A written commitment to implement such control measures is therefore not required.

The approved RTP and TIP for the project area has no CO mitigation or control measures that relate to the project's construction or operation. However, the project is required to comply with all federal, state, and local rules and regulations developed as part of implementation mitigation or control measures in the respective SIP's for criteria pollutants.

[1] CAL3QHCR can also be used, with EMFAC emission factors, per EPA's modeling guidance in place of the CO Protocol.

3.2. $PM_{2.5}/PM_{10}$ Hot-Spot Analysis

Qualitative particulate matter (PM) hot-spot analysis is required under the EPA Transportation Conformity rule for Projects of Air Quality Concern (POAQC), as described in EPA's Final Rule of March 10, 2006 (U.S. EPA Guidance of March 29, 2006). Projects that are not POAQC do not require detailed PM hot-spot analysis.

According to the EPA Transportation Conformity Guidance (final Rule), March 10 2006, the following types of projects are considered POAQC:

1) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (defined as greater than 125,000 Annual Average Daily Traffic (AADT) **and** 8% or more of such AADT is diesel truck traffic);
2) Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
3) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
4) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or
5) Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 implementation plan or implementation plan submission, as appropriate, as sites of possible violation.

The required "PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation" was submitted to the TCWG for consideration at their January 26, 2010 meeting. The project study area is primarily undeveloped but planned for commercial and residential development in the future. There are residences located approximately 200 feet north of the northern extent of the project. There are commercial nurseries located near the south end of the project along with a private equestrian center (Rancho Mission Viejo Riding Park).

The project was determined not to be a project of air quality concern because the roadway is not projected to have a significant number of diesel vehicles (i.e., less than 10,000 per day) and because the project would not result in any increase in the number of diesel trucks that would utilize the facility. The "Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas," (U.S. EPA & FHWA, March 2006) provides examples of projects that are not an air quality concern. The first example is consistent with this proposed project, and the example is described as "Any new or expanded highway

project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F…" The project is not projected to increase the number of diesel vehicles on I-405 on the connector ramps, or intersections within the project area, and accordingly, the TWCG determined that this project is not a project of air quality concern.

The project has undergone Interagency Consultation (IAC). IAC participants concurred that the project is not a POAQC (see Appendix C). However, the project is required to comply with all federal, state, and local rules and regulations developed as part of implementation mitigation or control measures in the respective SIP's for criteria pollutants.

3.3. Construction-Related Hot-Spot Emissions

As construction of the project is expected to last two years and start in 2011, construction-related emissions were not considered in the hot-spot analysis. Implementation of the proposed project will be required to comply with the South Coast Air Quality Management District's (SCAQMD) fugitive dust control measures listed in Rules 402 and 403.

Appendix A. Additional Documentation Related to Regional Conformity

Regional Emissions Analysis Conducted for Conforming RTP

The regional emissions analysis conducted for the RTP found that regional emissions will not exceed the SIP's emission budgets for mobile sources in the build year, a horizon year at least 20 years from when conformity analysis started, and additional years meeting conformity regulation requirements for periodic analysis. The regional emissions analysis was based on the latest population and employment projections for South Coast Air Basin that were adopted by the SCAG at the time the conformity analysis was started. These assumptions are less than five years old. The modeling was conducted using current and future population, employment, traffic, and congestion estimates. The traffic data, including the fleet mix data, were based on the most recently available vehicle registration data included in the EMFAC2007 model. The EMFAC2007 model, developed by the California Air Resources Board, was the most recent emissions model approved for use in California by the U.S. EPA when the analysis was initiated.

Public and Interagency Consultation Process for TIP

The federal TIP was developed in accordance with SCAG's policies for community input and interagency consultation procedures. These procedures ensure that the public has adequate opportunity to be informed of the federal TIP development process and encourages public participation and comment. As the MPO, SCAG is required to implement a public involvement process to provide complete information, timely public notice and full public access to key decisions and to support early and continuing public involvement in developing the RTP. To fulfill these expectations, SCAG used a combination of methods to stimulate public involvement. For the development of the 2004 RTP, the following public outreach methods were used:

- Presentations on the RTP to established organizations on the RTP throughout the Region
- Specific public workshops on the RTP throughout the Region
- Posting of all public outreach events via an Outreach calendar on the SCAG website
- Direct outreach to minority and low-income populations

- Developing written and visual material to communicate the status and content of the RTP, including fact sheets and presentations. A public comment form used throughout the outreach program (in person at public meetings and online). SCAG's website, featuring a section dedicated to the 2008 RTP, including public meeting notices and the latest written information on the RTP

- Outreach to media including newspaper editorial boards, local television and radio stations, and ethnic media

- Selected radio and television appearances by senior SCAG staff

In addition to these targeted outreach efforts, all regular and special meetings of the RTP task forces, the Transportation and Communications Committee and the SCAG Regional Council are publicly noticed and opportunities for public comment are provided. Specific public comments on the RTP are being recorded and considered by SCAG in the development of the 2008 RTP.

Appendix B. Carbon Monoxide Hot-Spot Analysis Modelling Procedures

The ambient air quality effects of project-related traffic emissions were evaluated using the CALINE4 dispersion model (Benson 1989) and the modeling procedures described below. In California, the procedure for performing a CO analysis is detailed in the Transportation Project-Level Carbon Monoxide Protocol (Protocol) developed by the Institute of Transportation Studies at the University of California, Davis. David P. Howekamp, Director of Air Division of the US EPA Region IX, in October of 1997, approved the Protocol. The US EPA deemed the Protocol as an acceptable option to the mandated quantitative analysis. The Protocol incorporates §93.115 – 93.117, §93.126 – 93.128 into its rules and procedures.

The scope required for local analysis is summarized in Section 3, Determination of Project Requirements, and Section 4, Local Analysis, of the Protocol. Section 3 incorporates §93.115 and the procedure to determine project requirements begins with the Figure 1: Requirements for New Projects. The sections cited is followed by a response, which will determine the next applicable section of the flowchart for the proposed project. The flowchart begins with Section 3.1.1. Exhibits B-1 and B-2 show the flowchart from Figure 1 of the protocol and the path taken.

Q: 3.1.1. Is this project exempt from all emissions analyses? (see Table 1 of the Protocol)

A: No. Table 1 of the Protocol is Table 2 of §93.126. Section 3.1.1 is inquiring if the project is exempt. Such projects appear in Table 1 of the Protocol. The proposed project does not appear in Table 1, and therefore, it is not exempt from all emissions analyses.

Q: 3.1.2. Is project exempt from regional emissions analyses? (see Table 2 of the Protocol)

A: No. The project is not consistent with any of the project types listed in Table 2 of the Protocol (Table 3 of §93.127) and is not exempt from regional analyses.

Q: 3.1.3. Is the project locally defined as regionally significant?

A: Yes. Projects not listed in Table 1 nor 2 of the Protocol are usually considered regionally significant unless otherwise stipulated via interagency consultation. The project is considered as regionally significant.

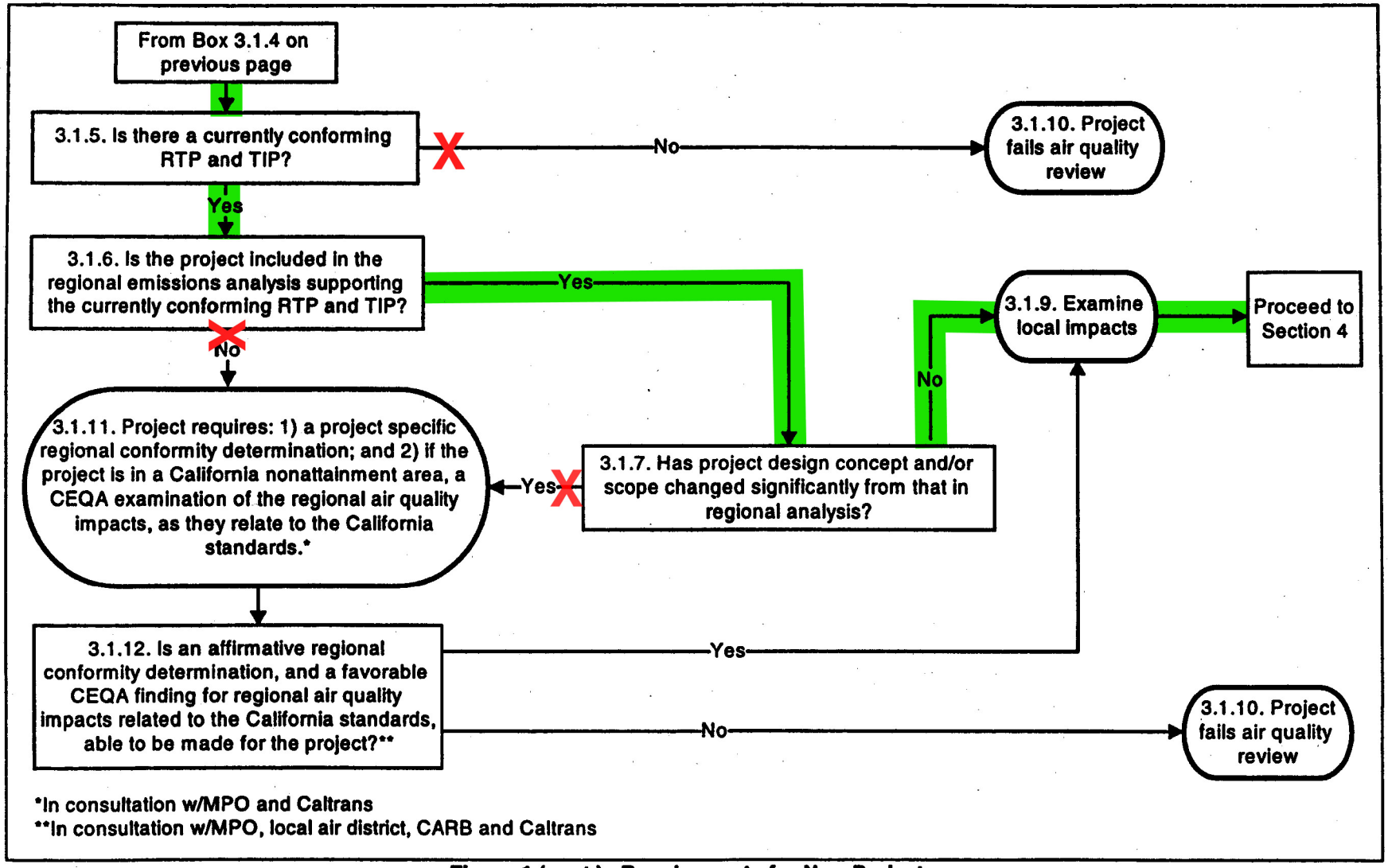


Figure 1 (cont.). Requirements for New Projects

Figure B-2
Caltrans CO Protocol Figure 1 - Part 2

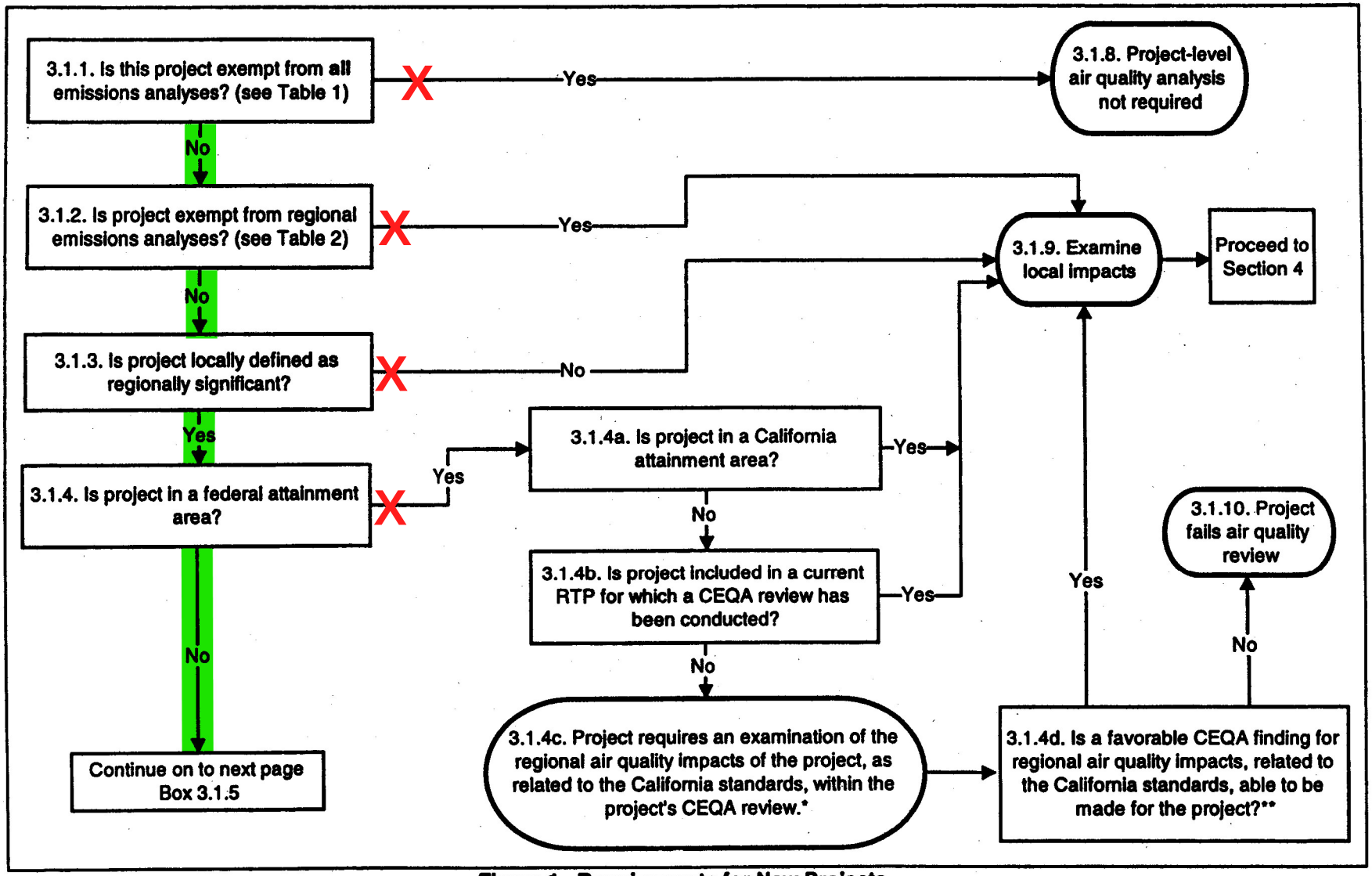


Figure 1. Requirements for New Projects

Figure B-1
Caltrans CO Protocol Figure 1 - Part 1

Q: 3.1.4. Is project in a federal attainment area?

A: No. As shown in Table 1 of this report, the Basin is designated attainment/maintenance for CO per federal designation, and non-attainment for ozone, PM10 and PM2.5.

Q: 3.1.5. Is there a currently conforming RTP and TIP?

A: Yes, the most recently FHWA approved Plan and TIP is the 2008 Regional Transportation Plan and the 2008 Regional Transportation Improvement Program.

Q: 3.1.6. Is the project included in the regional emissions analysis supporting the currently conforming RTP and TIP?

A: Yes, this project is in the FHWA approved 2008 Regional Transportation Plan and the 2008 Regional Transportation Improvement Program and therefore, does meet regional conformity.

Q: 3.1.7. Has project design concept and/or scope changed significantly from that in regional analysis?

A: No, the project has not changed significantly with regards to scope and design concept.

Q: 3.1.9. Examine local impacts.

A: Section 3.1.9 of the flowchart directs the project evaluation to Section 4, Local Analysis, of the Protocol. This concludes the flow chart presented in Figure 1 of the Protocol. Likewise, Section 4 contains a Local CO Analysis flowchart presented in Figure B-3 (this is Figure 3, Part 1 of the Protocol). This flowchart is used to determine the type of CO analysis required for the proposed project. Below is a step-by-step explanation of the flowchart. Each level cited is followed by a response, which will determine the next applicable level of the flowchart for the proposed project. The flowchart begins at Level 1. Figures B-3 and B-4 present the flowchart from Figure 3 of the Protocol and the path taken.

Likewise, Section 4 contains a Local CO Analysis flowchart presented in Figure 3. This flowchart is used to determine the type of CO analysis required for the proposed project. Below is a step by step explanation of the flowchart. Each level cited is followed by a response, which will determine the next applicable level of the flowchart for the proposed project. The flowchart begins at level 1. Exhibit B-3 and Exhibit B-4 show the flowchart from Figure 3 of the protocol and the path taken.

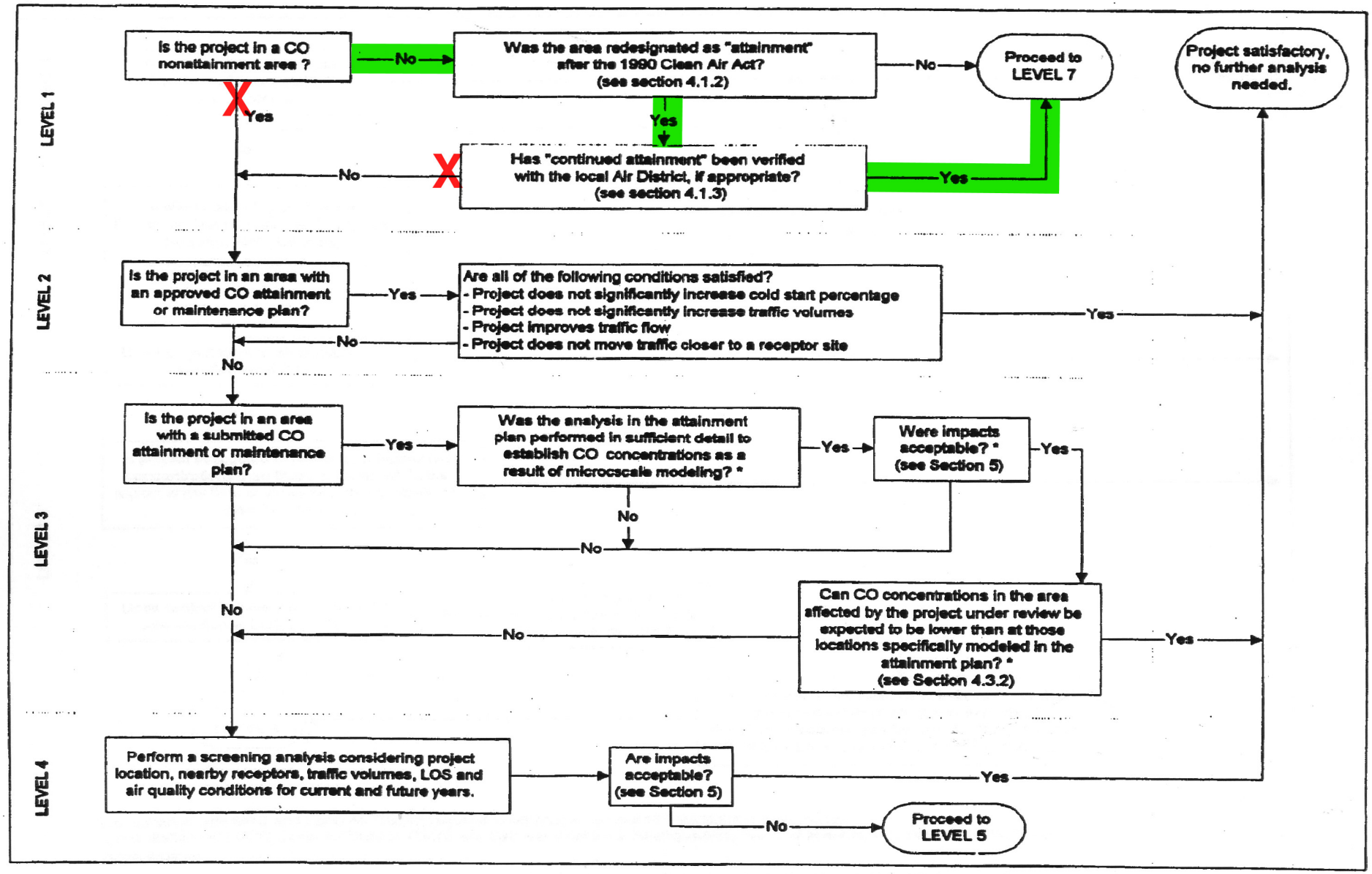


Figure 3. Local CO Analysis

Figure B-3
Caltrans CO Protocol Figure 3- Part 1

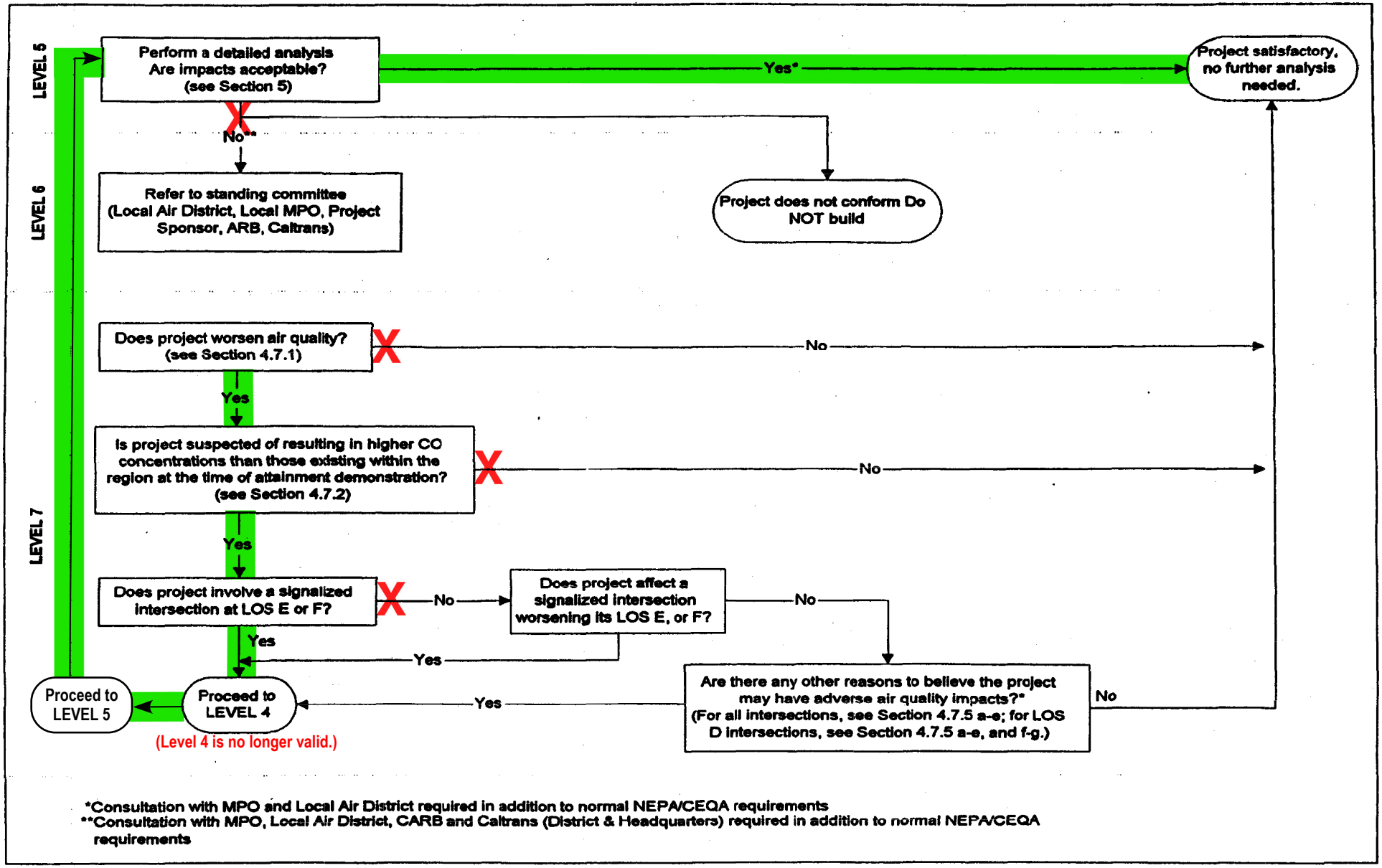


Figure 3 (cont.). Local CO Analysis

Figure B-4
Caltrans CO Protocol Figure 3 - Part 2

Q: Level 1. Is the project in a CO non-attainment area?

A: No, as shown in Table 1, the basin is currently classified as attainment/maintenance for CO.

Q: Level 1. Was the area redesignated as "attainment" after the 1990 Clean Air Act?

A: Yes, the project was redesignated as "attainment" after the 1990 CAA.

Q: Level 1. Has "continued attainment" been verified with the local Air District if appropriate?

A: Yes, the Basin has shown continued attainment for CO. On June 11, 2007, the SCAB was redesigned as attainment/maintenance for the CO NAAQS. However, the project is in a basin where redesignation is so recent that the annual review of monitoring data has not yet occurred, and thus the analysis is proceeds to Section 4.7 (Level 7 in Figure 3).

Q: Level 7. Does project worsen air quality?

A: Yes, for the purposes of this question only it is possible that the project may worsen air quality. The Protocol identifies three project effects that could worsen air quality; 1) an increase in cold starts, 2) increase in traffic volumes, and 3) worsening of traffic flows. Any one of these effects has the potential to worsen air quality. The project will not significantly increase the percentage of operation in cold start and will improve, not worsen, traffic flows. There are no aspects of the project that would increase cold starts. The capacity will be increased due to widening of the existing roadways, and therefore, the traffic flows will be improved. The project however, might increase traffic volumes through the project area by attracting new vehicle trips to the area. The traffic study does show an improvement of the traffic flow with the proposed project. However, a conservative approach has been taken in answering this question.

Q: Level 7. Is project suspected of resulting in higher CO concentrations than those existing within the region at the time of attainment demonstration?

A: Yes, the project is suspected of resulting in higher CO concentrations. Traffic data for the project was prepared by Austin-Foust Associates, December 2009. The traffic analysis evaluates with and without project conditions for two time frames: short-range (2015) and long-range (2035). The short-range traffic data includes 2015 with and without the La Pata Extension. Without the extension the volumes on Antonio (north of Ortega) go up 49% and with the extension they go up 139%. La Pata (south of Ortega) goes up 11% without the extension and 193% with the extension. It appears that the La Pata extension is the cause of

much of the projected traffic increase.

The long-range (2035) analysis assumes the La Pata Avenue extension with and without the SR-241 extension. Of all the scenarios, the 2035 without the SR-241 extension results in the highest peak-hour volumes, and therefore, will be utilized to compare with the modeling intersections volumes in the 2005 CO Attainment Plan. The traffic study shows that the 2035 without the SR-241 extension will result in higher peak traffic volumes at the Antonio/Ortega Highway intersection when compared with the four intersections modeled in the AQMP. As an example, the peak hour traffic lane volumes were estimated for the Antonio/Ortega Highway intersection with two of the four modeled intersections for comparison purposes. These peak hour traffic volumes including lane volumes are summarized in Table 7. The lane volumes represent the average traffic volumes per lane.

Table B-1 presents the projected future (2035) AM and PM peak hour traffic volumes for the Antonio Parkway and Ortega Highway intersection. The total number of vehicles approaching the intersection is presented along with the number of vehicles per lane. The eastbound approach (west link) of Ortega Highway will have two through lanes. The westbound approach (east link) will have two through lanes. The approach for Antonio Parkway will have two northbound left turn lanes, three northbound through lanes, and a right turn lane. The intersection is projected to operate at LOS E during both the AM and PM peak hours.

Table B-1
2035 Approach Traffic Volumes at Antonio Parkway and Ortega Highway Intersection

	AM/PM Peak Hour Traffic Volume				
	West Link	**East Link**	**North Link**	**South Link**	**Total**
Total Approach	1,680/2,100	1,460/750	2,610/2,420	1,780/1,880	7,530/7,151
Per Lane	840/1,050	730/375	870/807	593/627	3,033/2,858

Source: Data provided by Austin-Foust Associates, December 2009.

Table B-2 presents the total approach and per lane traffic volumes for two of the four intersections modeled in the 2005 CO Attainment Plan. A comparison of the traffic volumes at the Antonio Parkway and Ortega Highway intersection presented in Table B-1 with those presented in Table B-2 shows that the volumes at the intersection most affected by the project are similar to the intersections modeled in the 2005 CO Attainment Demonstration. Therefore, CO concentrations in the vicinity of the Antonio Parkway and Ortega Highway intersection may be higher than the intersections modeled in the attainment demonstration.

Table B-2
Approach Traffic Volumes at Intersections Modeled in CO Attainment Demonstration

Intersection	Peak Hour Traffic Volumes (AM / PM) West Link	East Link	North Link	South Link	Total
Total Approach					
Wilshire-Veteran	4,951/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,635/8,674
Per Lane					
Wilshire-Veteran	1,238/1,035	458/829	361/700	280/467	2,336/3,030
La Cienega-Century	847/748	630/909	692/1,015	411/837	2,579/3,509

Source: Final 2003 AQMP Appendix V. Modeling and Attainment Demonstration, SCAQMD.

Q: Level 7. Does project involve a signalized intersection at LOS E or F?

A: Yes, the project involves signalized intersections at LOS E and F. By 2035, all of the three intersections in the study area will have signalized intersections at LOS E or F without the project. With the project, the LOS at the intersections is projected to be D or better.

Section 4.7.4 of the flowchart directs the project evaluation to Section 4, Local Analysis, of the Protocol. However, Section 4 is no longer valid. Section 5 will be examined next.

Q: Level 5. Perform a detailed analysis. Are impacts acceptable?

A: CO protocol modeling was performed utilizing the CALINE4 computer model. CALINE4 is a fourth generation line source air quality model developed by the California Department of Transportation ("CALINE4," Report No. FHWA/CA/TL-84/15, June 1989). Worst case meteorology was assessed. Specifically, a late afternoon winter period with a ground based inversion was considered. For worst case meteorological conditions, a wind speed of 0.5 meter per second (1 mph) and a stability class G was utilized for a 1 hour averaging time. Stability class G is the worst case scenario for the most turbulent atmospheric conditions. The higher stability class promotes dispersion of pollutants. A worst case wind direction for each site was determined by the CALINE4 Model. A sigma theta of 10 degrees was also used and represents the fluctuation of wind direction. A high sigma theta number would represent a very changeable wind direction. The temperature used for worst case was 40 degrees Fahrenheit for the Orange County area. The temperature affects the dispersion pattern and emission rates of the motor vehicles. The temperature represents the January mean minimum temperature as reported by Caltrans. The wind speed, stability class, sigma theta, and temperature data used for the modeling are those recommended in the "Development of Worst Case Meteorology Criteria," (California Department of Transportation, June 1989). A mixing height of 1,000 meters was used as recommended in the CALINE4 Manual. A

surface roughness of the ground in the area, 100 centimeters, was utilized and is based on the CALINE4 Manual. It should be noted that the results are also dependent on the speeds of the vehicles utilized in the model.

Composite emission factors utilized with the CALINE4 computer model were derived from EMFAC2007 based on the methodology described on Caltrans' air quality website. The peak hour traffic and truck data used in the CALINE4 CO computer modeling were obtained from the traffic study prepared by Austin-Foust Associates, August 2009. The major source of diesel trucks in the project area comes from the Prima Deshecha landfill. In 2035, there will be: 2% trucks along Antonio Parkway north of Ortega Highway, and 9% trucks south of Ortega Highway; 2% trucks along Ortega Highway east of Antonio Parkway and 5% west of Antonio Parkway.

The traffic data includes peak hour volumes for four scenarios, 2015 with and without La Pata Extension, as well as 2035 with and without SR-241 Extension (both include the La Pata Extension). Based on the traffic data, the 2035 No SR-241 Extension scenario has the highest peak hour volumes. Therefore, the traffic data under this scenario will be utilized as a worst case condition.

The peak hour volumes and the level-of-service data at the critical intersections were used in the CALINE4 computer modeling. The level-of-service (LOS) data are important in the CALINE4 computer modeling in that they determine the speeds and the emission factors. The lower the speeds, the higher the emission factors, hence, the higher the CO results. The p.m. peak hour traffic is utilized in the CALINE4 computer modeling as a worst case scenario.

Eight hour carbon monoxide levels were projected using Caltrans methodology described in their "Air Quality Technical Analysis Notes." The method essentially uses a persistence factor which is multiplied times the 1 hour emission projections. The projected 8 hour ambient concentration is then added to the product. A persistence factor of 0.7 was utilized based on a typical urban area and was obtained from CALTRANS Air Quality Technical Notes. The data and results of the CALINE4 modeling are also provided in the appendix. (The CALINE4 CO emission results shown in the appendix do not include the ambient background CO levels.)

The Antonio Parkway/Ortega Highway intersection is identified as the intersection with the greatest peak hour traffic volumes, under the 2035 No SR-241 Extension scenario. This intersection would be operating at LOS E and is considered to have the potential to experience exceedances of the NAAQS. While this intersection is not the only one to meet

the above criteria, they represent the worst-case scenario in terms of CO concentration. If the CO modeling shows that the CO emission at this location will meet the NAAQS, then emissions at all other intersections in the project area will also meet the standards. At the Antonio Parkway/Ortega Highway intersection, a receptor was located at each of the four corners approximately 10 feet from edge of the road. The highest concentrations at this intersection are reported in the table below.

The ambient (background) concentration levels for CO were obtained from the CEQA Handbook website (http://www.aqmd.gov/CEQA/handbook/CO/CO.html). The nearest location is El Toro, and the background CO concentration levels are available for years 2000, 2010, 2015 and 2020. The background CO levels for 2015 and beyond are projected to be 2.9 ppm for 1-hour levels, and 1.8 ppm for 8-hour levels.

The results of the CALINE4 CO modeling are summarized in Table B-3. The CO modeling results are shown for the projected future 1 hour and 8 hour CO concentration levels. The pollutant levels are expressed in parts per million (ppm). The carbon monoxide levels reported in the following table are composites of the background levels of carbon monoxide coming into the area plus those generated by the local roadways.

Table B-3
Worst Case Projections of Carbon Monoxide Concentrations (ppm) at Intersection of Antonio Parkway and Ortega Highway

Averaging Time	NAAQS	2035 With Project
1-hour	35	3.7
8-hour	9	2.4

NOTE: The CO concentrations include the ambient concentrations of 2.9 ppm for 1-hour levels, and 1.8 ppm for 8-hour levels.

The results in Table B-3 indicate that the 2035 CO concentration levels are projected to comply with the 1-hour NAAQS of 35 ppm and the 8-hour standard of 9 ppm. Because the future concentrations are projected to be well below the air quality standards, the project will not result in a significant local air quality impact.

Q: Level 4. Are impacts acceptable?

A: Yes, the project is satisfactory, and no further analysis is needed.

Conclusion

In answering affirmative to all questions in level five of the CO Protocol Local Analysis flow Chart (Figure 3 of the protocol shown here in Exhibits 4 and 5), the project has sufficiently addressed the CO impact and no further analysis is needed.

Roadway and Traffic Conditions

Note: The following subsections in this appendix provide a summary of the input data and output for the CO modeling. The summary format below may be easier to consult that the textual format presented above.

Traffic volumes and operating conditions used in the modeling were obtained from the traffic analysis prepared for this project. Carbon monoxide modeling was conducted using p.m. peak-hour traffic volumes.

Carbon monoxide modeling was performed for the following scenarios:

- 20-year horizon year (2035) with project.

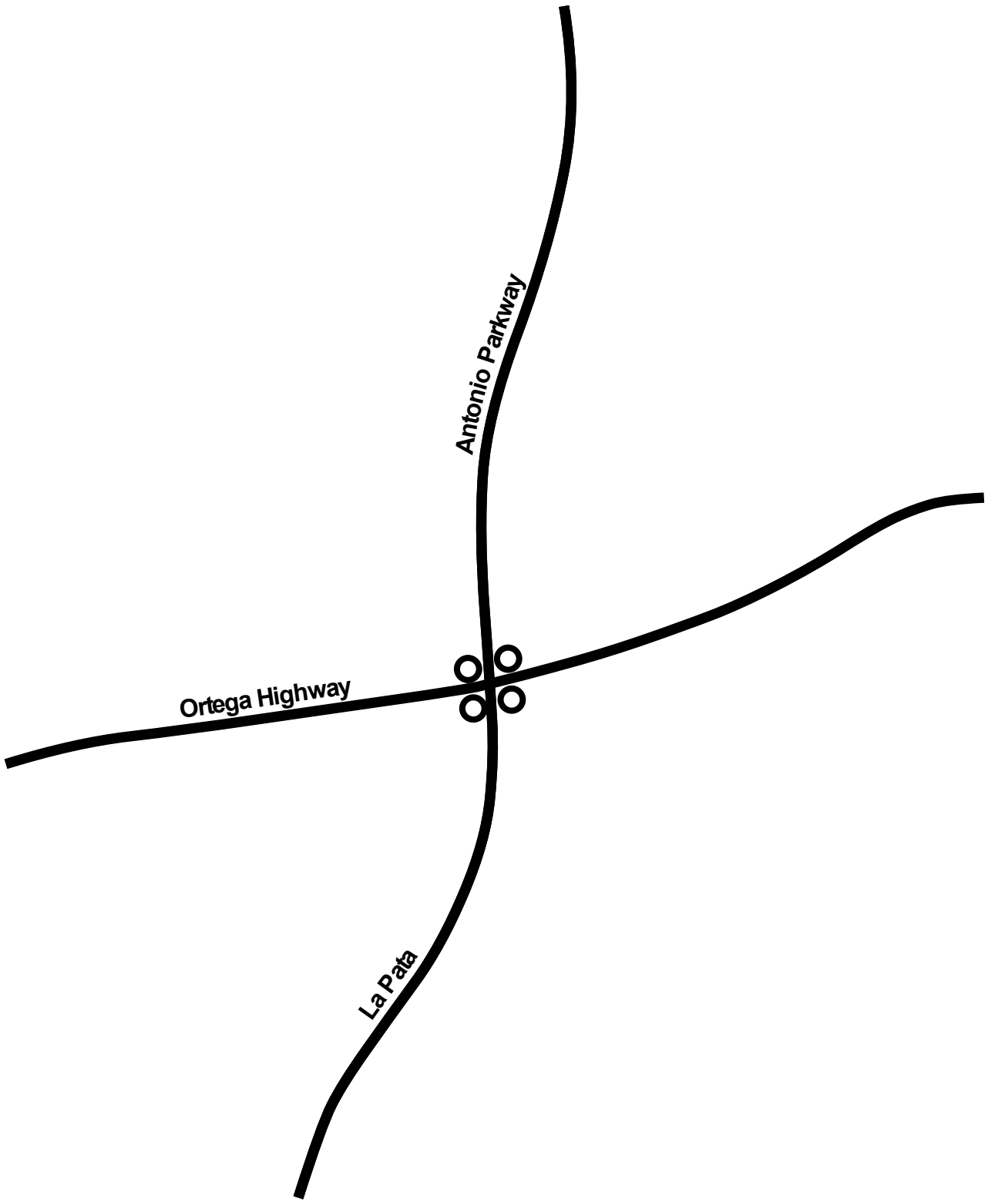
Vehicle Emission Rates

Vehicle emission rates were determined using the California Air Resources Board's EMFAC2007 emission rate program.

Receptor Locations

CO concentrations were estimated at four receptor locations located near the most congested intersection affected by the project. The Antionio Parkway, Ortega Highwa, La Pata intersection was modeled.

Receptors were chosen based on Caltrans' CO protocol. Figure B-5 shows the modeling network and receptors used for the proposed interchange analysis. Receptor heights were set at 6 feet (1.8 meters) above ground level.



O - Receptor Location

N

N.T.S.

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Figure B-5
CALINE4 Link and Receptor Schematic

Meteorological Conditions

Meteorological inputs to the CALINE4 model were determined using the methodology recommended in the CO protocol (Garza et al. 1997). The meteorological conditions used in the modeling represent a calm winter period. The worst-case wind angles option was used to determine a worst-case concentration for each receptor. The meteorological inputs include:

- 1.6 feet per second (0.5 meters per second) wind speed,
- G stability class ground-level temperature inversion,
- 10 degree wind direction standard deviation, and
- 3,2808 feet (1,000 meters) mixing height.

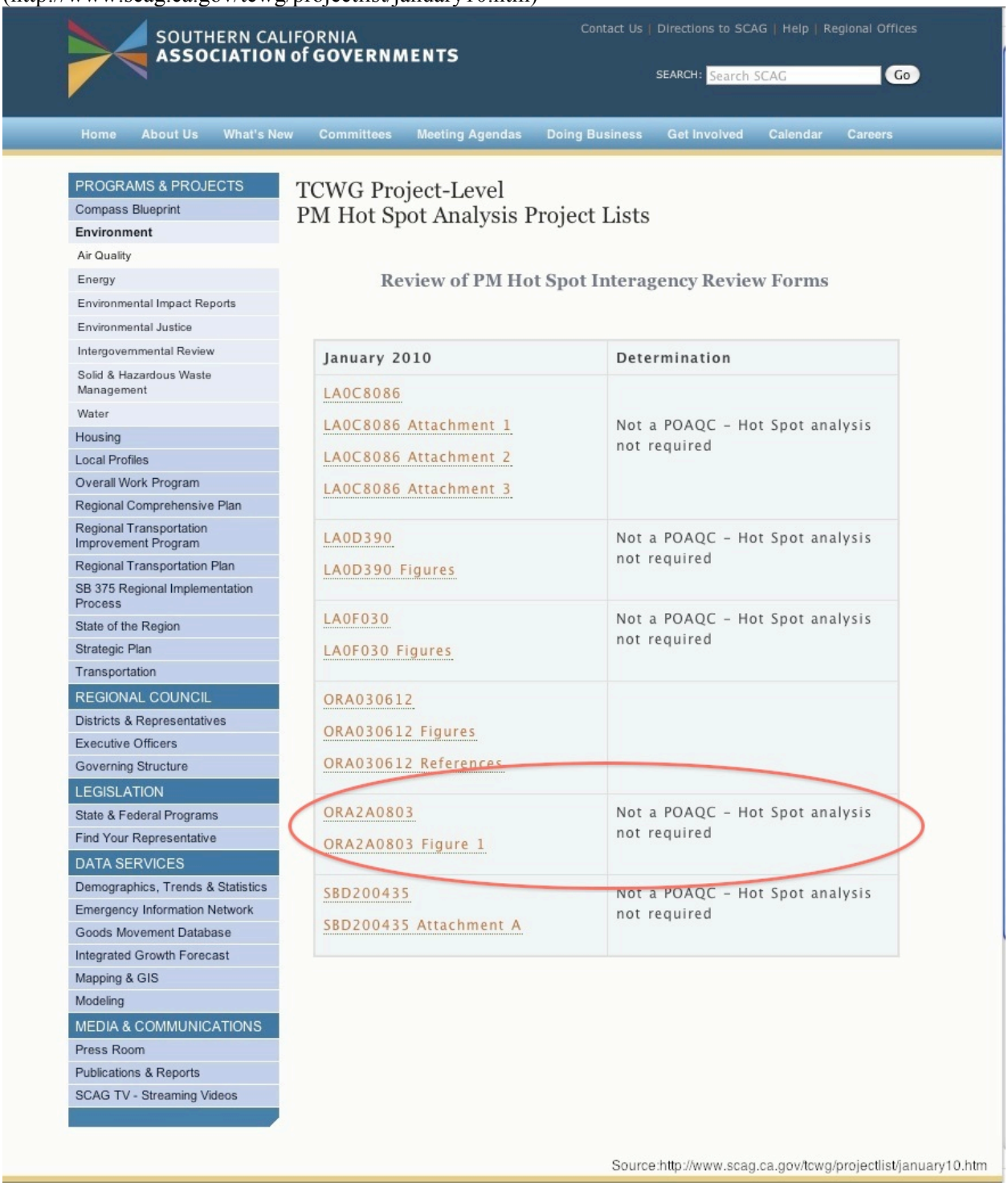
Background Concentrations and Eight-Hour Values

The ambient (background) concentration levels for CO were obtained from the SCAQMD CEQA Handbook website (http://www.aqmd.gov/CEQA/handbook/CO/CO.html). The nearest location is El Toro, and the background CO concentration levels are available for years 2000, 2010, 2015 and 2020. The background CO levels for 2015 and beyond are projected to be 2.9 ppm for 1-hour levels, and 1.8 ppm for 8-hour levels. Eight-hour modeled values were calculated from the 1-hour values using a persistence factor of 0.7.

Appendix C. PM Interagency Consultation

The required "PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation" was submitted to the TCWG for consideration at their January 26, 2010 meeting. The project is not projected to increase the number of diesel vehicles on Antonio Parkway within the project area, and accordingly, the TWCG determined that this project is not a project of air quality concern. The posting on the SCAG TCWG website (http://www.scag.ca.gov/tcwg/projectlist/january10.htm) announcing the finding that the project is not a POAQC is shown on the following page. The interagency consultation form submitted to TCWG is reproduced on the pages following the determination.

Not a Project of Air Quality of Concern Posting on SCAG TCWG Website
(http://www.scag.ca.gov/tcwg/projectlist/january10.htm)



Form submitted to TCWG for consideration at January 26, 2010 meeting.

RTIP ID# *(required)* **2A0803**

TCWG Consideration Date: January 26, 2010

Project Description *(clearly describe project)*

This project proposes to widen the existing Antonio Parkway for an approximate 1.4-mile segment within unincorporated Orange County, California. The Project limits begin at approximately 2,000 feet south of the intersection at Covenant Hills Drive (the southern boundary of the Ladera Ranch Planned Community) and extend approximately 7,900 feet (1.4 miles) south. This would extend the improvements approximately 900 feet south of the intersection with State Route 74 (SR-74), which is known locally as Ortega Highway. The improvements would utilize the existing roadway centerline, profile, and standard super-elevation rates. The roadway would be widened from it's existing 2-lanes in each direction to 3-lanes in each direction The typical proposed roadway width would be 102 feet between curbs and a total of 120 feet of roadway right-of-way. This widening would allow for 3 lanes of traffic in each direction (13-foot, 12-foot, and 11-foot lanes) and a 14-foot-wide raised median. Additionally, 8-foot-wide bikeway/shoulders and 6-foot-wide curb-adjacent or 5-foot-wide meandering sidewalks would be provided on both sides of the street.

The widening continues south of Ortega Highway to facilitate traffic operations and provide a safe transition to the existing lane configuration on La Pata Avenue. The widening of La Pata Avenue south of Ortega Highway (and gap closure to extend the road to Calle Saluda) is also included in the 2008 RTP as project number ORA12050. The project is identified in the 2008 RTIP as follows: "Orange County - La Pata Avenue widening & gap closure (Widen from 3 to 5 lns (2,700 ft s/o Ortega Hwy to rd terminus); gap closure - add 4 lns (existing La Pata terminus To Calle Saluda); extension - add 4 lanes (existing Camino Del Rio terminus to La Pata)". The remaining widening and gap closure of La Pata Avenue will be completed as a separate project.

An aerial photograph showing the project limits is attached.

Type of Project *(use Table 1 on instruction sheet)*

Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles** Antonio Parkway from 2,000 feet south of Covenant Hills Parkway to 900 feet south of Ortega Highway (SR-74)
Orange	**Caltrans Projects – EA#** ORA082406

Lead Agency: County of Orange

Contact Person	**Phone#**	**Fax#**	**Email**
Mr. Harry Persaud	714-834-2694	714-667-7560	harry.persuad@ocpw.ocgov.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2009	2009	2009	2010
End	2010	2010	2010	2015

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Purpose: The purpose of the proposed project is to accomplish the following specific objectives:

- To provide sufficient transportation infrastructure to meet the long-term travel demand for southeastern Orange County.
- To provide improvements consistent with planning programs, including the Orange County Master Plan of Arterial Highways and the County of Orange Transportation Element.
- To provide improvements to satisfy long term transportation demand planning for the region.

Need : The project's need has been established through a number of previous studies. The roadway was originally designated on the County of Orange Transportation Element as a commuter highway with a "right-of-way reserve" designation for a major arterial highway. The "right-of-way reserve" designation is used when origin-destination needs have been identified but the ultimate capacity requirements have not been established. In 1995, the County of Orange conducted studies to establish a precise alignment and capacity requirements for Antonio Parkway. As a result of these studies, Antonio Parkway was designated as a major arterial highway, which is a 6 lane, divided roadway with 120 feet of right-of-way. This need has been confirmed through subsequent studies conducted for the Ranch Plan, a large scale Planned Community adjacent to Antonio Parkway.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
There are primarily residential uses in the project area with some commercial nursery . Prima Desheca landfill is located south of the project area along La Pata Avenue.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year AADT (2015)

	% Trucks	AADT	Truck AADT
Antonio Parkway			
North of C Street	3%	31,000	930
C Street to Cow Camp	3%	29,000	870
Cow Camp to D Street	3%	23,000	690
D Street to Ortega	3%	23,000	690
La Pata Avenue			
South of Ortega	14%	8,000	1,120

Opening Year (2015) Intersection LOS

	No Build		With Project.	
Intersection	**AM**	**PM**	**AM**	**PM**
Antonio Pkwy. @ "C" St.	B	C	A	A
Antonio Pkwy. @ Cow Camp Rd.	C	D	B	C
Antonio Pkwy. @ Ortega Hwy.	B	C	B	C

Note: The traffic study prepared for the project analyzed two scenarios for opening year (2035), with and without completion of the proposed La Pata Avenue extension. Volumes and LOS presented here are for the With Extension scenario which results in the highest volumes and lowest LOS. Further, the traffic study provided truck percentages for existing conditions and for the horizon year 2035. Truck percentages presented above are for the existing conditions and are projected to be reduced in future years.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Horizon Year AADT (2035)

	% Trucks	ADT	Truck ADT
Antonio Parkway			
North of C Street	2%	49,000	980
C Street to Cow Camp	2%	49,000	980
Cow Camp to D Street	2%	51,000	1,020
D Street to Ortega	2%	51,000	1,020
La Pata Avenue			
South of Ortega	9%	17,000	1,530

Horizon Year (2035) Intersection LOS

	No Build		With Project.	
Intersection	**AM**	**PM**	**AM**	**PM**
Antonio Pkwy. @ "C" St.	E	C	B	A
Antonio Pkwy. @ Cow Camp Rd.	E	F	C	D
Antonio Pkwy. @ Ortega Hwy.	E	E	D	D

Note: The traffic study prepared for the project analyzed two scenarios for the Horizon Year (2035), with and without the southern extension of SR-241. The values presented above are the worst-case (highest AADT or lowest LOS) for the two scenarios presented in the traffic study.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year AADT (2015)

	% Trucks	AADT	Truck AADT
Ortega Highway			
West of Antonio	7%	35,000	2,450
East of Antonio	8%	16,000	1,280

Note: The traffic study prepared for the project analyzed two scenarios for opening year (2035), with and without completion of the proposed La Pata Avenue extension. Volumes presented here are for the With Extension scenario which results in the highest volumes. Further, the traffic study provided truck percentages for existing conditions and for the horizon year 2035. Truck percentages presented above are for the existing conditions and are projected to be reduced in future years.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Buildout Year AADT (2035)

	% Trucks	ADT	Truck ADT
Ortega Highway			
West of Antonio	5%	37,000	1,850
East of Antonio	2%	19,000	380

Note: The traffic study prepared for the project analyzed two scenarios for the Horizon Year (2035), with and without the southern extension of SR-241. The values presented above are the worst-case (highest AADT) for the two scenarios presented in the traffic study.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
No considerable traffic redistribution effects are expected.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project is not a POAQC because it does not expand a roadway with a significant number or significant increase in diesel vehicles and improves LOS compared to No Build conditions.

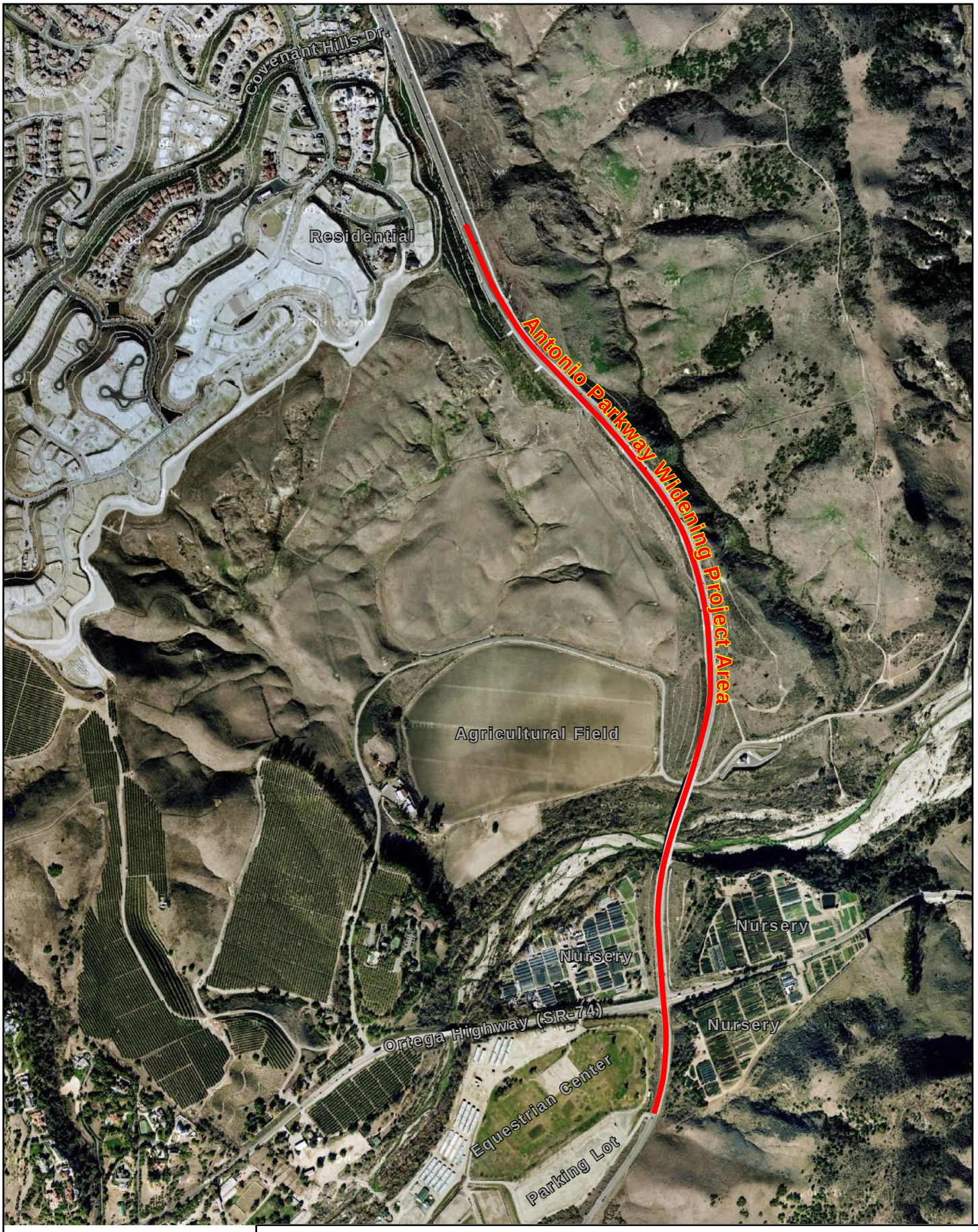


Figure 1
Project Extents

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Appendix D. Conformity Analysis Documentation Checklist

Antonio Parkway Widening Improvements

Caltrans District 12 EA 965100

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	5	The proposed project is located in the Orange County portion of the South Coast Air Basin (SCAB). This are is designated as non-attainment for Ozone PM_{10} and $PM_{2.5}$ and attainment / maintenance for CO and NO_2. See Section 1.2.
§93.104 (d)	Document whether a new conformity determination is required per this section: this is a new project; a significant change in design concept and scope; three years since the most recent step to advance the project; a supplemental EA/EIS was initiated for air quality purposes.	1	This is a new project and a conformity determination is required. See Section 1.
§93.109 (a, b)	Document which conformity criteria apply based on action, relevant pollutants and the status of the implementation plan.	1	The project is included in a conforming plan and TIP. Therefore, the conformity criterial applicable to the project include §93.114 – Currently conforming plan and TIP, §93.115 – Project from a conforming plan and TIP, §93.116 – CO, PM_{10}, and $PM_{2.5}$ Hotspots, and §93.117 PM_{10} and $PM_{2.5}$ control measures. See Section 1
§93.109 (f)(1)	In CO nonattainment and maintenance areas, document that the hot-spot test required by 93.116(a) and, as applicable, 93.11(b) are satisfied.	8-9	The project is located in a CO maintenance area and a CO hot-spot analysis was performed. See Section 3.1 and Appendix B
§93.109 (g)(1)	In PM10 nonattainment and maintenance areas, document that the hot-spot test required by 93.116(a) is satisfied.	9-10	The proposed project is located within a PM_{10} serious nonattainment area. A qualitative particulate matter hot-spot analysis was performed per the U.S. EPA Guidance of March 29, 2006. See Section 3.2 and Appendix C
§93.109 (i)(1)	In PM2.5 nonattainment and maintenance areas, document that the hot-spot test required by 93.116(a) is satisfied.	9-10	The proposed project is located within a nonattainment area for $PM_{2.5}$. A qualitative particulate matter hot-spot analysis was performed per the U.S. EPA Guidance of March 29, 2006. See Section 3.2 and Appendix C

40 CFR	Criteria	Page	Comments
§93.110 (a,b,f)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun. Document assumptions for current and future background concentrations.	12-13	The proposed project is included in the 2008 RTIP (as amended), which was found to be conforming by FHWA/FTA on January 22, 2010. The 2008 RTIP was prepared using the latest planning assumptions for the SCAG region. See Appendix A.
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data.	12-13	The proposed project is included in the 2008 RTIP (as amended), which was found to be conforming by FHWA/FTA on January 22, 2010. The 2008 RTIP was prepared using the latest planning assumptions. These planning assumptions are less than five years old. See Appendix A.
§93.111(a,c)	Document the use of the latest emissions model approved by EPA.	12, 23, 25	The regional emissions analysis prepared for the TIP was based on EMFAC2007 which is the latest emissions model approved by the EPA. See Appendix A. A CO hot-spot analysis was performed using EMFAC2007. See Appendix B.
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to NEPA requirements. Include documentation of consultation on conformity tests and methodologies, summary of comments and the responses to comments.	8 and 29-33	Public outreach for this project will occur as a part of the public review process for the Environmental Assessment prepared for the project. See Section 1.3. The project was reviewed by the Transportation Conformity Working Group on January 26,2010 and determined not to be a Project of Air Quality Concern for PM Hotspots. See Appendix C.
§93.114(a)	Document the name of the currently conforming RTP and TIP and the date of the FHWA/FTA conformity determination on those documents.	8	The currently conforming TIP is the 2008 RTIP (as amended) which was found to be conforming by the FHWA/FTA on January 22, 2010. The current conforming RTP is the 2008 RTP (as amended) which was fond to be conforming by the FHWA/FTA on January 22, 2010).See Section 2.

40 CFR	Criteria	Page	Comments
§93.115	Document that the project comes from the currently conforming RTP and TIP (i.e. 1) that the project is included in the regional emissions analysis for the RTP and TIP and that the project's design concept and scope have not changed significantly; 2) the open to traffic year is consistent; and 3) the TIP listing includes project-level emissions mitigation, control measures or written commitments as required.)	8	The proposed project is included in the 2008 RTIP (as amended) (project ID. ORA020803) which was found to be conforming by the FHWA/FTA on January 22, 2010. The project is also included in the 2008 RTP (as amended) (Project ID 2A0803) which was fond to be conforming by the FHWA/FTA on January 22, 2010).See Section 2.
§93.116(a) [I]	Document that the project does not cause or contribute to any new localized PM or CO violations or increase the frequency of an existing violation during the timeframe of the transportation plan (or regional emissions analysis). For PM nonatttainment or maintenance areas, document whether the project was determined, through interagency consultation, to be a "project of air quality concern" per §93.123(b)(1).	9-11 and 14-34	The required hot-spot analyses were prepared for CO (See Section 3.1 and Appendix B) and for $PM_{2.5}$/PM_{10} (See Section 3.2). The project was reviewed by the TCWG and found not to be a "project of air quality concern." (See Appendix C)
§93.116(b)	In CO nonattainment areas, document that the project eliminates or reduces the severity and number of localized CO violations in the areas substantially affected by the project.	9 and 14-27	The required hot-spot analysis was prepared for CO (See Section 3.1 and Appendix B).
§93.117 [II]	Document that the project complies with any PM10 or PM2.5 control measures in the applicable attainment plan.	11	Implementation of the proposed project will be required to comply with the South Coast Air Quality Management District's (SCAQMD) fugitive dust control measures listed in Rules 402 and 403. There are no operational control measures.
§93.123(a)	In CO nonattainment/maintenance areas, document how the required procedures, including the CA *Project-Level Carbon Monoxide Protocol*, were met for CO hot-spot analyses. The analysis should document that the hot-spot analysis covered the most congested intersections affected by the project in the year representing the maximum CO contribution.	14-27	The California Project Level Carbon Monoxide Protocol is documented in Appendix B.
§93.123(b)	In PM nonattainment and maintenance areas, document how the required procedures were met for PM hot-spot analyses. If the project was determined not to be a "project of air quality concern", document that no hot-spot analysis is required.	10-11 and 28-34	The project was determined to not be a "project of air quality concern," and therefore, no hot-spot analysis is required. See Section 3.2 and Appendix C

40 CFR	Criteria	Page	Comments
§**93.123 (c)(3)**	Document that the assumptions used in the hot-spot analysis are consistent with those used in the regional emissions analysis.	9-11 and 14-34	The CO hot-spot analysis followed the California Project-Level Carbon Monoxide Protocol and the assumptions utilized in the modeling are consistent with the regional emissions analysis (see Section 3.1 and Appendix B). The project was determined to not be a "project of air quality concern," and therefore, no hot-spot analysis is required. See Section 3.2 and Appendix C.
§**93.123 (c)(4)**	Include written commitments, consistent with §**93.125** or an approved conformity SIP, for mitigation or control measures assumed in the hot-spot analysis.	n/a	No written commitments were required.
§**93.123 (c)(5)**	Document the length of the project construction period and whether or not construction emissions were considered in the hot-spot analysis.	11	Construction is projected to last 2 years and therefore is not required to be included in the hotspot analysis. See Section 3.3.

[i] **Applies for hot-spot analyses in CO and PM nonattainment and maintenance areas only.**

[ii] **Applies for project-level conformity determinations in PM10 and PM2.5 nonattainment areas only.**

Disclaimer

This checklist is intended solely as an informational guideline to be used in reviewing documentation for project-level conformity determinations. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93.